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A LETTER
TO
THE STOCKHOLDERS
OF THE
MONTREAL MINING COMPANY,
ON THE
SUBJECT OF THE REPORT
SUBMITTED
AT THE SPECIAL GENERAL MEETING,

On Wednesday, 17th November, 1852.

MONTREAL:

PRINTED BY J. C. BECKET, AT HIS POWER-PRESS PRINTING
ESTABLISHMENT, GREAT ST. JAMES STREET.

1852.

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TO THE STOCKHOLDERS

OF THE

MONTREAL MINING COMPANY.

GENTLEMEN,

A Report was read before you by the Directors, at your last meeting, on 17th ultimo, which must, I think, have called forth some astonishment, as so far from its being a report of the proceedings of the Company during the last three months, their present position, or future prospects, it resolves itself into a pamphlet, by Mr. Hugh Allan, President of the Board, in which, after mentioning in a few lines, that everything at the mines is going on satisfactorily, that the pile of skimpings, under the daily accumulations now added to it, had become inconveniently large, (as if the eight or ten thousand tons of stuff formerly collected were nothing in comparison to the few hundreds added during the past summer); that he expected to obtain 400 or 500 tons of ore from that source; that "the quantity of ore shipped from the Mine, during the present year, has been

"196 tons, which wintered in the Welland Canal, "on board the schooner *Sinbad*," besides other parcels, amounting to 549 tons, of which 250 were then on board the schooner *Sorel*, and are now, I believe in store at Kingston, giving, however, to Mr. Allan, if president next year, the opportunity of swelling his shipments "during the (then) present year," by

"250 tons, which were brought down by the "schooner *Sorel*, and wintered at Kingston," as he has now done with the *Sinbad's* cargo; that the fathom of ground costs £18 10s. to make ready for market, and lastly, that part of the Location had been let, but upon what terms he does not condescend to make known, he fills up the remainder of his so-called Report, with an attack of the most bitter, malicious, and personal nature, and of which he has made me the object. This attack I would have replied to by addressing Mr. Allan direct, had not its tenor proved that his object was neither to enlighten nor benefit you, the Shareholders of the Mining Company, nor yet to defend himself, but if possible to injure me; whilst the misrepresentation, mutilated extracts, and false and malicious statements, clothed in a garb of coarse invective, or vulgar jocularity, which form so large a part of the production, display a reckless disregard of truth, which renders it impossible for me to have any further communication with him on personal matters. I am, therefore, obliged to throw myself upon your consideration, in the firm assurance *ut magna veritas et prevalebit*.

Mr. Allan seems to think that because I considered his previous report to be a censure upon me, that I must find "the cap to fit pretty closely," or, in other words, that because having been Manager at the Mines for a long period, and having contradicted and disproved certain statements of his concerning that management, my very contradiction of his assertions

proves that I know them to be true—a species of reasoning worthy of the cause in which it is enlisted. He then calls my defence Quixotic, and I hesitate not to accept the unintentional compliment, for the word conveys to all intelligent minds the idea of, at all events, an honorable, truthful, and well-intentioned, although, perhaps, an unnecessary defence. I only regret that I cannot apply the same term to the report in question, so singularly is it deficient in the three first above-mentioned very important characteristics of Quixotism.

I will not dwell upon the malice prepense which dictated his remarks on my present position, satisfied that the poison carries with it its own antidote, and that his most impertinent and irrelevant allusions will recoil upon himself. I will only say that I do not imagine that what I have written about Mr. Allan or his reports will have any more effect upon the confidence of the public or the Stockholders in the institution with which I am connected, than his own lucubrations will have on the position and business of the Bank of Montreal. True, he is not (whatever his aspirations may be) a paid officer, as I am, but he may rest assured that his attempt to mix up this matter with the Bank will deservedly fail in its object with all right-thinking men. Indeed, I understand that the public opinion on the subject is one of unanimous reprobation of so unjustifiable a measure.

It would be a useless discussion to go into a question of the amount of information furnished by me to Mr. Allan. Suffice it to say, that upon numerous occasions, and almost invariably on the arrival of the letters from the Mines, did he come to consult me upon their contents, and the mode of procedure which he should adopt. That relative to the mode of working, cleaning, etc., as well as regarding the materials necessary, he applied to me for advice, and I know

that on various occasions he followed the course which I recommended to him. For this I claim no merit, as it would be an extraordinary thing indeed if, after so prolonged a residence at the Mines, I had not been able to furnish a great deal of information most valuable to him in the position he occupies, and for the performance of the duties attached to which he had had no opportunity of acquiring the requisite knowledge. Mr. Allan's statement, that the only information I gave him was the plan of an attachment for pumping the Mine, is untrue, although that might be the only case susceptible of proof, from its being the only subject committed to paper, and I can scarcely believe his statement, that he had "thought it, under the circumstances, "the safest plan to pause before putting the Company "to any further expense in carrying out" this plan, *in consequence of* having, while "accidentally looking "over one of my letters, written to the Directors from "the Mine, noticed that Mr. Vivian, the Engineer, who "came from England with the engine and pumps, had "declared they could not be successfully worked in "the manner proposed." I cannot fancy that Mr. Allan read this correspondence prior to the publication of my letter of 10th August last; certainly not at the time he wishes it to be understood that he had done so, for he had given the plan to Mr. Borron, for the purpose of reporting upon it, while Mr. Borron was in Montréal in May last, and the latter having left it at the hotel there, requested me to give him an explanation of it, which I did, while travelling with him to Ogdensburgh. The quotation of Mr. Vivian's opinion is quite an after-thought, for had Mr. Allan seen it before May, he would most certainly have asked me for an explanation, were it not that the letters themselves prove that this was an opinion expressed upon a different subject from pumping the Mine, and an application of the machinery of quite a different descrip-

tion to the one in question ; but Mr. Allan thinks the statement will tell in his favor, and, consequently, does not hesitate about stretching a point. His half mile, moreover, is 400 yards.

Mr. Allan concludes a paragraph of bad reasoning and exaggerated statement, by saying that, if he had applied to me for information, it would have been in order to avoid the course I had followed. Now as Mr. Allan did apply for information, the inference is unavoidable ; and however unwilling we may be to believe that a man would act so servile a part, as, under the mask of friendliness, to extract information for the express purpose of being enabled to censure and condemn the very person who, believing him sincere, had no hesitation in giving it to him ; yet we have Mr. Allan's own authority for stating this as the principle on which he acted. Such conduct may tally with Mr. Allan's ideas of honor and candour, and he may consider it within the bounds of fair-dealing, under the Judas-kiss of friendship, to obtain access to those whom he approaches but to betray ; but I do not think that the enunciation of such an opinion will raise him in the estimation of the public, as, although it may speak volumes for his acuteness, it says very little for his honesty.

Mr. Allan regrets my lamentable ignorance on the subject of the rise and fall of the waters of the Lake, and I hoped that he had been about to elucidate a subject which has puzzled the *savans* both of Canada and the United States. I am not ashamed to confess my ignorance of "the nature of the Lakes," but I believe I know something of *what is said* about this rise and fall of the waters by the inhabitants of that part of the world,—having always taken considerable interest in so extraordinary a phenomenon. The common statement was that the Lake rose and fell every alternate seven years, some extended this period to

eleven years, and I have lately heard it mentioned as fourteen; others again believe the Lake to be gradually subsiding, and that any rise was merely temporary, and subject to local causes. All this, however, is not only mere hearsay, but rumour of the very vaguest description. No one has ever taken such observations as would enable him to give a statement of facts on the subject. Even the people resident in the neighborhood could give no accurate or reliable information proving that there was any regularity in the return of the ebb and flow of the Lake. In the spring of 1847, I carefully examined the rocks in numerous places between Sault St. Marie and La Cloche, a distance of 150 miles. These rocks showed two water-marks, one, as near as I can recollect, about 6 to 8 inches above the then level of the Lake, and the other about 2 inches or a foot higher. This latter was believed to be an old mark, to which the Lake never now rushed, the lower one being the level to which it was understood to rise when at the flood. Down at French River, I find from the Report of the Geological Survey, that there is a mark which is probably higher than those observed by me; but this must be of considerable age, and the Lake is now unquestionably higher than it has been within the memory of man—a circumstance pretty well attested by the fact, that within five years, forest trees grow and flourish where now stand the front rows of houses at the Mines, and that large stumps had to be rooted out in levelling the road running along the front of them.

The most plausible theory on the subject is perhaps that the rise and fall of the Lake is dependent on the quantity of rain and snow falling, and the amount of evaporation, and any one who remembers the wonderful quantity of rain which fell in 1851, and the long cold winter which followed, would be thus able satisfactorily to account for the high level attained by the

Lake last spring; but at the same time, I do not think it could be expected that this could have been foreseen in 1849. The great objection to the above theory is, that we have Mr. Allan's authority for stating, "that the rise and fall of the waters of the Lake is periodical, and to some extent regular." Upon what grounds he makes this statement I know not, and I think that he has accidentally transposed the adjectives, and that the sentence should read, "that the rise and fall of the waters of the Lake is regular, and to some extent periodical," or, in other words, that a rise invariably succeeds a fall; or vice versa, and that such rise and fall always occur at some period of time—a fact which nobody can deny.

Before quitting this subject, I may add an extract from a letter received some time ago from a gentleman who was at the Mine at the time Mr. Allan made his first report. He says—"There was only one spot, and that opposite the house you once lived in, where carts could not have passed each other without wetting a wheel. In this one place there is a natural dip in the road, and you will remember that the stone foundation of the house is consequently higher than the rest. Owing to the rise of the Lake this year, and with rough weather from the S.E., the water occasionally washed up to about two feet from the foundation and lodged there, even after the weather had calmed. This was the case when Mr. Allan was here, but lately, and after any continuation of fine weather, the road is from 18 to 20 feet wide in that place, and last year was over 30." So that in fact it is the S.E. winds that occasion the trouble, even more than the rise of the Lake, and Mr. Allan ought to have equally poured forth his lamentations over my ignorance of the nature of the winds. Mr. Allan elegantly remarks upon my "inordinate vanity," and I might easily reply in the *et tu queque* style of argument. I will not,

however, stoop to bandy epithets with him, but merely hint that he must have forgotten the time-honored proverb, relative to the danger of those who live in glass-houses indulging themselves in the amusement of throwing stones!

In the next paragraph Mr. Allan's assertion that I stated "the distance between the present row of houses and the next to them in rear behind the store," (and which he mentions probably correctly as 83 feet,) to be identical with "the distance between McGill St. and the Place d'Armes," and which he puts down at "about 1400 feet," is simply false, and Mr. Allan knows it. What I stated was, that the two rows of houses, mentioned in Mr. Allan's first report, occupied a space "nearly equal in extent to that part of Montreal enclosed between McGill St. and the Place d'Armes, and between Great St. James St. and St. Paul St." The houses spoken of by him in his first report, could only be understood to be the row on the beach and the row in rear of it; of which latter the R.C. Chapel forms a prominent object in the drawing in the office. The house to which he measures his 83 feet is not behind the front row, and consequently cannot be as close as to exclude back premises, but according to his own showing is in rear of the store. The two rows of houses originally referred to, run in an easterly direction from the road leading to the Mine, are parallel to each other and to the trend of the coast. The length of the back row is, as near as I can make it, 1320 feet, (not very far short of 1400), and the distance from the beach about 580 feet; and as the front row is so close to the water-edge, the fronts of the back row must be nearly 500 feet distant from the rear of the front row, and I don't think it can be very much more from Great St. James Street to McGill Street. Mr. Allan might as well reason that two vessels of the same length, breadth,

depth of hold, and tonnage, were not of the same size, because the length of the one was 300 feet, and the breadth of the other 40; and I might, if I desired to retaliate, quote his own words, and say that, "from this fact the Stockholders will be able to judge what confidence can be placed in the general correctness of his assertions, which are characterised rather by boldness than accuracy."

Mr. Allan quite mistakes if he thinks that I denied that many of the articles mentioned by him, in his description of the state of the beach, were to be found there. What I denied was, that they were in the state described by him. Mr. Falconer ingeniously gets himself out of an awkward position, by testifying to the "general correctness" of the report, as if he had said—"The list of articles is tolerably correct, but as to the state or position of each or any of them, the description depends very much upon the opinions and views of the writer, but I believe that all, or nearly all, the articles enumerated were to be found somewhere between the wharf and the Smelting House." True, and so they were, and in very safe and proper places. The coals recovered out of the Lake this summer were, I suppose, partly inundated during the S.E. gales, and left high and dry when the weather moderated. In opposition to the quoted letters of Mr. Falconer and Mr. Borron, I extract again, from the letter before referred to, and the original of which is at the service of any one who wishes to peruse it. After giving a list of the articles on the beach, showing that I had omitted from mine a stamp head, and a shaft for the spur gear, with couplings, the writer adds,—"... if there was anything else that has escaped my memory, it was ranged with the rest, and could not be said to be lying about."

Mr. Allan next declares his surprise that the Cashier of a Bank should prefer "a system of book-keeping

"which has no merit that he can see but that of my
 "fying every transaction," to what he calls a "regular
 "set of books." The system in question, while it em-
 braces "regular sets of books," is certainly not what
 Mr. Allan means by that term, as it simplifies very much
 the method of keeping them, and reduces the amount
 of labor required to the lowest possible amount. If Mr.
 Allan knew anything whatever of the system adopted
 in Scotch and English, and I may say, all banks, he
 could not but see the very close similarity between it
 and that formerly pursued at the Mines, the latter be-
 ing an almost exact copy of the former. The head-
 ings "Servants," "Sundry Invoices," &c., bear no
 small resemblance to the analagous terms in a Bank's
 Ledger of "Deposit Accounts," "Deposit Receipts,"
 "Bills of Exchange," &c., while in both cases
 separate Ledgers are kept in which the items
 are specified, and the balances of these sub-
 diary, but most necessary, books, agree with the bal-
 ances in the General Ledger, into which only daily,
 weekly, or monthly totals, as the case may be, are
 posted. Mr. Allan's statement that no "personal
 "accounts were kept, and hence that any man in the
 "Company's employ might have been greatly over
 "paid and the books not show it," is utterly untrue.
 The men's accounts were balanced every two months,
 and statements sent to Montreal showing the precise
 state of every man's account—the amount of his wages,
 of the cash paid him, the goods sold to him, and the
 balance due to him at the date of the account. The
 form of the account is shown on the next page, and
 the impossibility of an over draft being unnoticed suf-
 ficiently proved. In addition to this, if at any time a
 man was indebted to the store in a greater amount
 than his wages came to, his name was inscribed in a
 separate list, of debts due to the store, and forwarded
 with the accounts to Montreal.

FORM OF SERVANTS ACCOUNTS AT BRUCE MINES, 1st June to 1st Aug, 1862.

Date of wages	Name	No. of Days	Balance from last account		Wages earned by men		Charges against men		Balance this day	
			Dr.	Cr.	Day Wages	On Contract	Cash	Merchandise	Dr.	Cr.
1	Adam, H.	50	£ 1	£ 3 0	£ 9 7 6	£ 6	£ 7 10 0	£ 2 5 8	£ 6 13 10	
2	Ogilbert, J.	45	£ 2 6	£ 9 0 0	£ 9 0 0	£ 11 10 0	£ 2 0 0	£ 4 5 0	£ 1 7 6	
3	Johnson, A.			£ 15 0 0			£ 1 5 0 0	£ 10 2 6	£ 16 2 6	
4	Stephen, E.	58		£ 3 5 0	£ 6 10 0		£ 3 5 0	£ 4 0 0	£ 2 10	
Balance due last Account			£ 25 5	£ 6 10 0	£ 34 17 6	£ 11 10 0	£ 17 0 0	£ 8 14 8	£ 1 7 6	£ 24 6 4
Balance due last Account			£ 1 2 6	£ 1 2 6	£ 34 17 6	£ 24 17 6	£ 17 0 0	£ 12 0 0	£ 1 7 6	
Balance due last Account			£ 25 5	£ 6 10 0	£ 34 17 6	£ 11 10 0	£ 17 0 0	£ 8 14 8	£ 1 7 6	£ 24 6 4

The correctness of the Account is proved by ascertaining that the Balance from the previous Account (the first two columns) added to the amount of wages, (the second two columns,) exactly agrees with the Balance of the present account, (the last two columns,) added to the amount paid the men in Cash and Merchandise (as shown in the remaining two columns); and the Balance of the last two columns must agree exactly with the balance of the account, headed "Servants" in General Ledger, thus:

Balance from last account, £25 5 0
 Wages earned during the period, £6 10 0
 £31 15 0

Balance due Servants in last of the Account, £24 6 4
 Paid Servants in Cash since last Account, £1 7 6
 Merchandise, per Store Ledger, £1 7 6
 £26 5 0

And this £26 5 0 would be the balance in the Ledger of the Account headed "Servants."

Mr. Allan totally misrepresents me in saying that I spoke in a "sneering manner of Mr. Borron's want of experience in copper-mining." I have no cause to doubt Mr. Borron's experience and capacity as a miner. What I said was, that he had had "no sort of experience whatever in judging the value of copper ore, and much less the yield of a vein composed of a large portion of foreign materials, besides the ore itself." This I had from Mr. Borron's own lips, and I therefore felt considerable surprise in reading his report and letters to find him giving so decided an opinion upon how many fathoms of ground would and how many would not pay to work, and what would be the yield of the Mine. I have much pleasure in noticing that the truth of my remark is proved by the manifest modification which his opinions of the productiveness of the Mine have undergone during the past summer, and particularly by his letter of the 10th Oct., when he candidly states that the ground in Ferrier's shaft had, on actual experiment, turned out 2 tons 5½ cwt. of ore per fathom, being $\frac{1}{2}$ to $\frac{3}{4}$ of a ton, or 40 per cent more than he had expected or calculated upon. The explanation of the matter I believe to lie in the richness and fine quality of the ore of the Bruce Mines. This, however, is but another instance of Mr. Allan's system of, when writing for effect, descending to misrepresentation.

It is useless to attempt to argue with Mr. Allan on the subject of the introduction of the tribute system. He won't understand that while large quantities of ore were on the surface it was impossible to commence it. I need only remark that, had I remained at the Mine, whatever other dire calamities might have occurred, the dressing floors would have been in full operation during the winter, and the ore which has been cleaned this summer, and which was almost all raised last fall and during winter, would have been

dressed up, ready for market in spring, and the ground clear for the adoption of tribute.

Having thus, I hope, satisfactorily disposed of Mr. Allan's reply to the two or three points in my letter which he thought he could answer, leaving the remainder of my statements, with the exception of that regarding the engine house, unquestioned in their veracity, I come to what Mr. Allan doubtless considers the strong point of his case, viz.: that I and not Mr. Vivian was responsible for the engine house erected in 1848, and from which it was deemed prudent to remove the machinery for fear of accidents; and here I may state that this removal was considered by Mr. Vivian wholly unnecessary, he then and subsequently, in 1850, insisting to the President that the house was a good house, strong and well built, and admirably adapted for the purpose for which it had been erected.

Mr. Allan states, page 12, "The engine arrived at the Mine early in October, and Mr. Campbell left Montreal on the 26th October, 1848. The following is an extract from the letter addressed to him on his leaving Montreal, by the Hon. G. Moffat; then President of the Company, dated October 26, 1848."

Then follows what Mr. Allan states to be an extract from this letter: "dated 26th Oct., 1848." He is careful to mark the dates to induce the belief that this was the letter of instructions which would naturally be written to me by the President, and received previous to my leaving Montreal, and upon this extract hangs the whole of his case. He has carefully culled from my letters, paragraphs and sentences which he thought suited him, and has tacked them together with facetious remarks, but this extract is really the important one, as without it the key is wanting, and

all the rest of my letters are reduced to what they really were, mere reports on what was going on in relation to the building, but without, in the slightest degree, acknowledging any, the smallest, responsibility in the matter, with, perhaps the exception of the veto put upon the reservoir, and the non-vetoing of the adit; of which, however, more hereafter.

But if I can prove that this extract, the foundation of all Mr. Allan's ingeniously [I wish I could say ingenuously] raised superstructures, is not what it purports to be—that it is not an extract from the letter of instructions of 25th Oct., which is of quite a different tenor, but from a subsequent one of the 26th, written after I left Montreal; and farther, that the extract itself, so far from being a true extract, is a wilfully false and garbled one, intended to mislead, and really proving the very reverse of what Mr. Allan desires to make out. If I can show this, not only will the whole of his subsequent reasoning and statements fall to the ground, but he will stand convicted before the Stockholders of wilful perversion of the truth, and of an unmanly attempt to injure my character by statements as malicious as they are untrue, supported by evidence falsified to suit his own purposes.

To do this I have but to lay before you the real letters of the 25th and 26th Oct., 1848, the originals of which I most fortunately have in my possession, and which I give in full. In the first and third paragraphs of the former will be found the real object of my visit to the Bruce Mines, viz.: to transfer the management then about to be vacated by Mr. Robinson, to Mr. Greenfield, who had been appointed Superintendent, (there being then no such title as manager,) at the mines; and to endeavor to make "the new arrangement work smoothly," of which recent letters had caused some doubts to be entertained, and which subsequently proved to have been too well founded.

Office of the Montreal Mining Company,
Montreal, 25th October, 1846.

ARCH. H. CAMPBELL, Esq., Secretary.

DEAR SIR,

I address you on the occasion of your departure, to make another visit to the Company's Establishment at the Bruce Mines, where it is desirable that you should be present on the retirement of Mr. Robinson, and the transfer of his charge, as superintendent, to Mr. Greenfield. And you will have the goodness to note and report to me, for the information of the Board, the state of matters generally at the establishment at the period of this change.

As Mr. Pilgrim is accountable for the monies required for all disbursements at the Mines, it would be more regular if he were privy to the valuations made on this office. It is not intended to diminish the legitimate control of the superintendent, which will be preserved by his drawing the Drafts in favor of the Accountant, and this change in the management above may be made on the installing of Mr. Greenfield.

The length of your stay at the Mines is left to your own discretion. If you deem it advisable to remain all winter, you will do so, but if the new arrangement works smoothly, and you think it unnecessary to remain longer, you may leave in season, to be here for the General Meeting, to be held in February next; in either case you will take care to provide us in due time with all the details required from the Mines for the Annual Report.

The time mentioned in the letters recently received from the Mines as likely to be required for putting up the machinery, is so much beyond what the Board had conceived to be necessary, that if the work can be advantageously advanced by the employment of additional mechanics, you will endeavor to procure them. The Board have hitherto supposed that the machinery would be in operation in season to prepare a large quantity of ore for market by the month of June, and they still hope that this may be economically accomplished.

With regard to the working of the Mines, you are aware of the discussion which took place on the subject at the last meeting of the Board, and although an order was made on the occasion that it was the feeling of the Directors that the stoping system should not be relinquished without the sanction of a person of competent skill and experience; but this is not to preclude the sinking of one or two shafts if deemed advisable, from the information you obtain on the spot. The Contract system will be continued, and as soon as practicable the letting of Bargains by auction shall be introduced, coupled

with a Tariff of Prices for Tools, Materials, and the use of Machinery.

Wishing you a safe passage, and in the hope of receiving good accounts from you soon after your arrival at the Mines,

I remain, dear sir, your obedient servant,

G. MOFFATT, President.

Such is the letter of 25th Oct., 1848. It contains not even the remotest hint of superseding Mr. Vivian in his duties of Engineer, which included the erection of the engine house, and which was, I think specially mentioned in his articles of agreement. Such a thought never entered the minds either of the Directors or myself. Indeed, I was at first rather favorably impressed by Mr Vivian, and gave him credit for knowing a good deal more than afterwards turned out to be the case. But Mr. Vivian was a headstrong man, threatening to give trouble, and it was thought probable that I might be able to prevent any outbreak on his part, before, at all events, the machinery was in operation, and he subsequently admitted, when questioned on the subject by the President, that I had never interfered with him in the building or erection of the engine, and indeed scouted the idea of his being interfered with by any one except the Board of Directors, to whom he stated he considered himself alone responsible.

The letter of 26th Oct., from which Mr. Allan took his extracts, [for there are two, although printed together so as to make them appear one,] is as follows :

Office of the Montreal Mining Company,
Montreal, 26th October, 1848.

ARCHD. H. CAMPBELL, Esq., Secretary.

DEAR SIR,

After parting with you to-day, I received further accounts from the Mines. There had been a return of bad weather with snow;

and we shall be anxious to learn that the machinery is got under cover of some kind before winter sets in.

The entire cargo of the Cathcart was landed in little more than three days, without the assistance of Mr. Vivian, who was employed at his works, or any of his contrivances, proving, in my opinion, that Captain Duncan's complaints of undue detention here were not without foundation.

The more I reflect on what I latterly saw and have since heard of Mr. Vyvian, the less I am disposed to confide in his management of anything beyond his own department; and I would confine his authority to the working of the engine and its appendages, at all events, until you are satisfied from your own observation that it may be prudently enlarged. *Mr. Greenfield should engage or detail the men required for the ordinary work about the establishment of the engine, and provide the fuel and other material required, all which he will do on much better terms than could be expected of Mr. Vyvian.* The latter may consider this an interference with him, and be disposed to resist it, but he must be managed and controlled until he is better acquainted with the climate and the manner of doing things in this country, or his English notions will entail upon us much unnecessary expense.

You may require his assistance in measuring and estimating the Bargains, but beyond this I recommend that he shall not interfere in the Mining Department, which I have little doubt you will for the present find it most advisable to confide to Simonds, under Mr. Greenfield. I enclose this to Moffatts, Murray & Co., who will forward it, if you should have left Toronto, but I think it will overtake you there.

I am, dear sir, your obedient servant,

G. MOFFATT, President.

I have printed in italics the words omitted by Mr. Allan, which, while they explain the sentence following, give an entirely different signification to the whole letter. The extract given by Mr. Allan was intended, and would lead to the belief, that Mr. Vivian's authority was to be confined "to the mere working of the engine," and that to this Mr. Vivian would probably object; whereas the letter shows that it was to the part to be performed by Mr. Greenfield, in engaging men, providing fuel, &c., that he was expected to offer resistance. But Mr. Allan does not even

quote correctly. Not content with leaving out a passage of such importance, he interpolates a little word which, however, tells strongly. The word *mere* is not to be found in the original! It reads thus: "would confine his authority to the working of the engine and its appendages." Now, the word "mere" is evidently put in to lead to the belief that Mr. Vivian was not to be permitted to erect the buildings, but that the superintendence of this part of the work was to be undertaken by me, Mr. Vivian's authority being confined "to the mere working of the engine" after it was erected, but a perusal of the letter itself, which is given entire, will enlighten the Stockholders as to its true meaning. They will then see that it was considered advisable that Mr. Vivian, who appeared desirous of taking charge of the whole establishment, should be confined to his own department, viz., the erection of the machinery and the buildings necessary for its reception. Besides, the buildings were far advanced when I arrived at the mines; and I find in the draft of my letter of 21st November, to Mr. Moffatt, written ten days after my arrival, the following passage:—"The engine-house is proceeding rapidly. The boiler-house is nearly finished and the boilers put together. The engine-house walls are up to 12 (referring to the height), all the internal masonry is finished, and Mr. Vivian expects to have the walls up the whole height, ready for the roof in a fortnight. The crushing-house, which adjoins, will be done at the same time." This, certainly, does not look very like as if I had either been sent up to build or superintend the building of the house, or had taken that responsibility upon me of my own accord. After reading these letters and extracts, I need scarcely point out how completely the quotation from my letter of 11th Nov., confirming Mr. Robinson's, that Mr. Vivian's engagement was as engineer

only, tallies with them. As to the shaft and adit spoken of in the paragraph at the top of page 13, they were commenced by Mr. Vivian for the purpose of supplying the engine with water, and were expected to cost about £1,500. I was advised by the Mining Captain of other means of getting the required supply, and immediately communicated with Mr. Vivian on the subject, who gave his reasons for the mode of procedure he had adopted; and thus, although the cost was so enormous and so extraordinary, I came to the conclusion to let them go on. They were subsequently stopped for the winter, with Mr. Vivian's concurrence, the men refusing to take at £25 per fathom what Mr. Vivian estimated would be done for £20. Surely, there was nothing in this which proved that I assumed or exercised entire control over the building and engineering, from which they were entirely detached.

The slow progress of the building after the beginning of Dec., most naturally suggested the idea of framing and boarding the upper part; and after consultation with Mr. Vivian upon the subject, Mr. Greenfield and I went over the timber, but found that there was not sufficient. I was myself quite unable to judge of what would be required, and Mr. Vivian knew as little about wooden buildings and the timber necessary, as I then did about building in stone, and, consequently, Mr. Greenfield was applied to for the necessary information. Besides Mr. Greenfield being manager of the establishment, even if he had decided any thing, I really do not see that there would have been any great impropriety in the matter; but I must do Mr. Greenfield the justice to say, that in his intercourse with Mr. Vivian (who was his inferior in office), he displayed great forbearance and good nature, with a kind and forgiving disposition, even in

the face of much provocation and annoyance from Mr. Vivian.

Mr. Allan's quotation from my letter regarding the reservoir, is scarcely a fair one. Had he given the whole passage, the Stockholders would have seen that I should have been sadly wanting in my duty, in fact, really culpable, had I permitted Mr. Vivian to carry out his scheme of making a reservoir, at a cost, of at least, £200, to perform a duty which was effected for twenty-eight shillings. Here is the entire extract:

"After the departure of my last letter, I had a visit from Mr. Vivian on the subject of allowances, when he told me, *inter alia*, that the salary was not the inducement to come here, and that he would have come whether he had been engaged or not, as he intended to try his chance in this country as an engineer, and wished to have a perfect engine made under his own superintendence to refer to; that he would not have engaged for more than a year, had Mr. Gillespie not declined to make the contract contrary to instructions. I told him that if after the engine was fairly at work, it was found that a less experienced person could work the engine, I had no doubt the Directors would agree to his leaving, so long as the interests of the Company were not affected. He is evidently very much disappointed at the position he holds here. He expected to have the control of everything and everybody, and hinted gently that the mine would not succeed until he had. This, however, I fear, would be no improvement. He seems to work very much regardless of present expense. For instance, he was going to build a reservoir on the hill, about half-way between the engine-house and the mine, for the purpose of filling the boilers at first, and when it was requisite, to clean them. I don't believe it could

"have been done for £200. Upon this, I put a veto, as the men could fill them, after which, he could work the engine with one boiler, while the other was emptied, cleaned, and refilled by the feed-pump. The two boilers were filled by four men in two days, at a cost of one pound eight shillings!"

I may add, that the engine was never during my stay at the mines, worked with more than one boiler, except for a few days as an experiment, to ascertain whether one or two boilers consumed most fuel, and that neither of them had required cleaning up to the time I left.

And yet "Poor Mr. Vivian," cries Mr. Allan,— "snubbed on every hand—not allowed to manage the engineering department, much less permitted to interfere with the buildings." Now, what, in the name of common sense, had the making a reservoir to do with building the engine-house? The boilers were filled, and that was all that was wanted, and yet Mr. Allan argues that, because Mr. Vivian was not allowed to throw away a couple of hundred pounds on the former, that he was interfered with in the building of the latter. What amount of engineering talent was required for hauling buckets of water out of Moffatt's shaft, and emptying them into a trough, which conducted to the boilers, I know not; but Mr. Vivian's claims to the title of an engineer, must be small indeed, if the deduction of this will damage his professional reputation.

It appears almost superfluous to notice Mr. Allan's extract from my letter of 19th February, where he evidently intends the words, "when the men went to work this morning," to be understood as alluding to the masons building the house, instead of the miners going to work underground. During that severe weather, no out-door work of any description was done, as far as I can recollect. Most certainly no

building was attempted. There is one sentence, however, in this letter, which, although short, is important, as proving who was the person understood to be erecting the buildings and machinery, on which account, no doubt, Mr. Allan omits it. It is simply this—"Mr. Vivian is still, however, pretty confident "of having ore ready to ship by 1st May."

On the 27th February, the thaw set in, but the whole building did not tumble down, as erroneously stated by Mr. Allan. The S.W. corner of the Crusher House was the only part which gave way. In the copy of my letter of 3d March, after describing the accident, and stating that it would take about three weeks to repair, I find the following passage:—"The walls of the engine house have settled a good deal, but I do not at present see any danger of their giving way. An accident of this sort, however, cannot but make one distrustful of the whole." I do not think that I should have written in this tone had I felt myself responsible for the accident.

In corroboration of what I have stated, I add three extracts—The first, from the 3d Annual Report, dated February, 1849; the second, from the draft of the Report submitted at the public meeting in June of the same year; and the third, from the Annual Report of February, 1849, all proving most distinctly who was held responsible for the erection of the ill-fated building, and what was the opinion of those best qualified to form a judgment on the subject, and also what was the nature of my mission to the mines:

Extracts from Annual Report of W. M. Co., Feb. 1849.

"The Company's establishment at the mines, having attained to a respectable settlement, and much remaining to be done in the organization of a proper system for its management, it was deemed advisable that the Secretary should again proceed to the mines, and pass the winter there."

Extracts from Report of the Vice-President, submitted at meeting of Stockholders, in June, 1842.

Relative to the erection for the Engine, &c., I regret to say, that my worst fears have been more than realized. Instead of a substantial, independent house, I found a mass of almost dry stone, 80 feet long and 50 high, held together by lime which had been frozen when laid, large outside timbers, and the girders of the engine supporting it; which, upon the first vibration of the machinery upon it, would, I have not the slightest doubt, be shattered to pieces. The loading for the foundation plates, which ought to have been founded on the solid rock, has been laid upon timber, with large openings, and built in the most careless and insecure manner, and would require to be entirely rebuilt. The pit of the Fly-wheel, after being twice rebuilt, is still at least six inches too narrow, the arms of the wheel pressing against the stones, rendering it impossible for it to revolve, and the drum wheel for driving the Crusher Belt, cannot, from the unevenness of the walls, possibly work without cutting the wall, a most dangerous experiment, in its present tottering state. The house is badly planned, wretchedly built, and a perfect disgrace to Mr. Vivian, who superintended the erection.

After discussing the possibility of repairing the house, and giving the reasons against it, the Report continues:—

"From these facts, I at once concluded to accept Mr. Vivian's resignation, fully convinced that he had undertaken a duty which he was altogether incapable of performing.

"I could not have conceived it possible, that any man who professed to know anything about building or machinery, should have constructed a building in so unwarrantable a manner, and so inapplicable to the work to be performed.

"Nor could he give me any satisfactory answer to my enquiries, why he had paid no attention to the numerous remonstrances of Mr. Campbell, against the manner in which he was conducting the works, further, than that he would not allow his judgment to be questioned, considering himself as Manager, and responsible to the Board only."

Extract 4th Annual Report of the Mr. M. Co., February, 1850.

"Nor would it be any small matter, or the disappointment to which the circumstances referred to gave rise, ensuing as they did, not only the loss of the large sum of money expended in the erection of a Building utterly unfit for the purpose for which it was

intended, but postponing for another year the prospect of any return from the Mines. The Directors cannot, however, discuss the subject without remarking that this is the second instance in which the Company have suffered severe loss and disappointment from the employment of persons whose recommendations entitled the Directors to look for very different results.

"No time was lost in taking steps to remedy Mr. Vivian's mismanagement, and to ensure the housing of the machinery," &c.

Such, then, being the facts of the case, I think I may truly say with Mr. Allan, that "comment on the above seems unnecessary."

Many more passages might doubtless be quoted from the correspondence and reports of the period, confirming the statements I have made, were I allowed access to the documents in the Office of the Company, but this has been denied me, except on condition that I will, in the words of the Secretary's letter, "state in direct terms that I will not adopt any legal proceedings" in respect of the report lately published. In other words, Mr. Allan, after having ransacked the whole papers in the Office, and made extracts and quotations, which, by a peculiar system of legerdemain, he has converted into evidence of the truth of his accusations, refuses me access to these very papers, knowing well what would be the result, unless I will legally release him from the punishment, to which he evidently feels he has laid himself open, in his recent publication—an attempt at coercion to which I do not feel at all inclined to submit. I am, therefore confined in my proofs to the original letters from the President, and some drafts or copies of letters and reports which I fortunately had retained.

I need hardly point out to the Stockholders the unmanliness of Mr. Allan's conduct in this matter, particularly as I had written to the Secretary, plainly and distinctly stating, "that my object in perusing or making extracts from the papers in the Company's Office, for access to which I applied, is for the pur-

"pose of framing a reply to the late Report of the Directors, and not connected with the adoption of any legal proceedings, as you say is reported." To use a common but most expressive phrase, it is all of a piece with his other proceedings.

But I must hasten to a conclusion. This letter is already too long, but as Mr. Allan promises that it is to be the last of the series, I have endeavored to give as full particulars as possible, in order to prevent the necessity for further publication, which, as I have not the advantage of a Board of Directors to endorse, and a public company to print my statements, is rather a serious consideration.

As to the stone vessel, regarding which Mr. Allan breaks out into such a paroxysm of facetiousness, a few words are all that are required to show that he has committed a slight mistake in giving me the credit of the production. The vessel was originated, planned, modelled, contracted for, and superintended by Mr. Greenfield, and was more than half built before I even saw her.

The simple fact is, that during the winter of 1849, the necessity of having a vessel of some sort for bringing stone, lime, vegetables, hay, &c., was felt, and as there was no place nearer than Detroit, where one could be built, [such vessels are not built at Mackinac,] Mr. Greenfield, who continued to occupy the situation of Superintendent, and had charge of all connected with the location and supplies of every description, proposed to have a scow built on the spot, stating that he felt quite confident of success, and that there was a man then at the Mines, who was perfectly competent for the work, having been brought up as a boat-builder at Sorel. I long opposed the plan, doubting its success, but was at last over-persuaded by Mr. Greenfield, who offered to build the vessel on his own responsibility, and hire her to the

Company. To this proposal I did not agree, but I authorized him to make a contract with the boat-builder, which he did, and as I was well aware that I knew nothing about the matter, and had entrusted it entirely to Mr. Greenfield, I scarcely ever visited the peninsula where the men were working, and had scarcely any idea of what she would be like, until nearly finished. Mr. Greenfield, when asked what shape he proposed building it, stated that it would be on the model of those used at Detroit, and I must do Mr. G. the justice to say, that I have seen vessels at Detroit of a similar build, although they are now usually built longer and shallower in proportion. I was not aware of the tendency of the scow to upset. Her fault, on the only occasion when I was on board of her, and had an opportunity of judging, and during which it was blowing a gale, was making too much leeway. I cannot believe that the Books do not show the cost of the Scow; and, I am satisfied, that had Mr. Allan desired Mr. Pilgrim to give him the account, he would have done so; but if he expected to find a separate account in the Ledger, and applied to the index, under the letters W M, it is probable he would be disappointed in his search.

Mr. Allan's last statement, that having failed in building a vessel, I "ordered a whale-boat, coppered and copper-fastened, with all her appurtenances, from Boston," is an unmitigated falsehood. The whale-boat in question, and which I have been told did cost some enormous sum, was taken to Labrador by an explorer, [Mr. Whiting I think], and acquired by the Montreal Mining Company, along with a location which he had taken up, and all his stores, boats, material, &c., in 1846, the year before I had any connection with the Company, my first engagement having been in spring, 1847. It is to be observed, that Mr. Allan does not say that Mr. Cockburn stated

that I had ordered the boat, but only that it had cost £175. The former is, therefore, I suppose, the result of Mr. Allan's own invention—the latter, was most likely derived from the account paid to the explorer in question in 1845, and which is probably filed away in the office.

And now, having almost concluded, I would ask, need one syllable be added to prove, that the report now under discussion, is as unworthy of the President of an influential public Company, as it is insulting to the Stockholders, to offer to them, as a statement of facts, such a mass of misrepresentation, supported by statements devoid of truth, and extracts falsified to suit the purposes of the writer? I think not! and I leave the case in your hands, satisfied that my simple statements, verified as they are by incontestible evidence, will have more effect than if I had piled mountains of invective and abuse upon Mr. Allan's head, although, had I done so, I could scarcely have been blamed, considering the provocation he has given me.

The brick-making speculation, as Mr. Allan calls it, is scarcely worth remarking upon, were it not to remind him (of what he is quite well aware by the perusal of the letters), that Mr. Greenfield, who had gone to Detroit, had failed in getting bricks, and consequently that the making brick at the Mine was a matter of necessity, and also to point out, that he has (accidentally of course), omitted to give credit for the value of the machine, field, hakes, covers, kiln, and stock of clay on hand, and which latter is very considerable. Mr. Allan will no doubt, however, be quite willing, when the opportunity offers, to use up this material, and pride himself upon the excellence of his management, in making bricks for ten shillings per thousand, which formerly cost seven dollars.

Mr. Allan closes his report with a string of qualifications, which he states me to possess, nearly

as long, though not so diversified, as the list of offices and presidential chairs filled by himself. He wazeth exceeding witty, moreover, upon what he calls my flights of fancy, in holding out the prospect to the Board last fall of a clear profit of £8 a-month for every man employed under ground during this summer. All that I need say on that point (and I do so with real pleasure), is, that if I erred, it was in placing the amount so low, as the profit now made must, at the present price of copper, be nearer £12 per month for every miner under ground, and as far as that prospect is concerned, I think I may say that the pleasures of hope have merged in those of fruition.

Mr. Allan's last sentence is so mysterious that I cannot understand its exact meaning. It is like the Delphic Oracle, to be listened to and believed, but the interpretation left until the fulfilment shall show which way it ought to be read. I think, however, that the uncertainty of the exact quarter of the Heavens, where this wondrous luminary is to appear, rather argues that Mr. Allan, under the figure of the sun bursting through the dark clouds, intends poetically and unostentatiously, to typify his own splendid and varied talents and achievements, he being the person connected with the Company, to whom the Fat Knight's account of Dame Quickly seems best to apply, for certainly "a man never knows where to have" him.

I have the honor to be,

Gentlemen,

Your most obedient servant,

A. H. CAMPBELL.

MORNING, Dec. 10, 1852.

